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Attached
the Danube-Black Sea canal.

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DO NOT DETACH****B) - ECONOMIC INFORMATION****1) CERNAVODA-BLACK SEA CANAL**

- Progress of work on the CERNAVODA-MEDGIDIA stretch

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The Canal opens on the DANUBE at CERNAVODA about 400 meters north of the main railroad station.

Work has been finished on the first 250 meters of the Canal, which is 60 meters wide and 8 meters, *deep*.

This stretch is already in use in winter to shelter small vessels when the DANUBE freezes over.

The layout of the Canal runs through the city of CERNAVODA, where work is going on now in the demolition of houses and the filling-in of excavations along the prospective route of the Canal.

Beyond the city of CERNAVODA, for 4 to 5 kilometers, the Canal runs on the north flank of the railway line which leads to CONSTANTIA, and then passes to its south and runs to a few hundred meters short of MEDGIDIA

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The progress of the work from beyond the city of CERNAVODA up to MEDGIDIA varies according to the nature of the soil and the depth at which water is found. The average depth of excavation is 3 to 4 meters.

Progress of work of the Canal in the locality of POARTA ALBA.

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- At the locality mentioned in the margin, a completed stretch of one kilometer of the Canal had its solemn inauguration in the summer of 1951.

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Among the participants at the inauguration was the Minister of Public Works.

The finished stretch is 60 meters wide and 8 meters deep.

[REDACTED]

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Basins built along the canal to provide for the difference in level between the DANUBE and the BLACK SEA.

Between the DANUBE and the BLACK SEA there is a considerable difference in level (not known exactly), so that basins must be built along the canal to eliminate this difference gradually.

The plan for the Canal provides for 4 or 5 such basins along its course, and the first one, [REDACTED] is about 600 meters from the DANUBE, [REDACTED]

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[REDACTED] the work on this basin consisted in the excavation to a depth of about 3 meters of a rectangle measuring about 100 x 70 meters.

Manpower employed in building the CERNAVODA-MEDGIDIA stretch of the Canal.

The major part of the labor force was composed of prisoners.

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[REDACTED] the following camps for workers exist in the area of CERNAVODA:

- One kilometer north of the RE CAROL bridge over the DANUBE there is a workers' camp composed of numerous wooden barracks surrounded by a double wire fence.

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In the camp are housed about 8,000 political prisoners and about 1,000 civilians.

Hours of work:

0700 to 1200

1330 to 1700

The camp is guarded by units of the Militia with patrolling sentries and sentries posted in elevated sentry boxes.

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About 4 kilometers southeast of the city, [redacted]

[redacted] on the plain known as

CARASU, there is a workers' camp consisting of about 20 wooden barracks, each measuring about 60 x 6 meters, all surrounded by a double/wire fence. In this camp are housed about 800 political prisoners who, because of their moral and cultural qualities, enjoy a certain degree of freedom and are not guarded during daylight hours, but only at night.

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- In the place known as SALIGNY, 8 kilometers northeast of CERNAVODA, there is a camp for prisoner workers.

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The camp consists of about 15 wooden barracks, each measuring 60 x 6 meters, surrounded by a double wire fence.

The camp houses about 1,500 women assigned to the cultivation of vegetables on a vast area around the camp.

The vegetables are for feeding the Canal workers.

Machinery employed in the construction of the CERNAVODA-MEDGIDIA stretch of the Canal.

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[] observed the following machinery:

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- about 10 power shovels, maximum capacity one cubic meter of earth, operated by fuel-oil motors;
- a few rollers which [] of German make;
- a few electric boring machines;
- about 30 RATA trucks, new model, with dump body, which arrived in 1951;
- miscellaneous old-model trucks.

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2) INDUSTRIES

Portland cement factory, known as "IDEAL".

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[] - ~~_____~~
Labor force: about 300.

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Work shifts:

- 3 work shifts, including night hours

Director:

- TRUTA ALESSANDRO, []

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Technical director:

- Until 1951, Engineer GRORNIC [?]

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Output

- ordinary Portland-type cement.
- special cement, []

[] used by the

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Soviets to build fortification works along the BLACK SEA coast.

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- slow-setting cement with admixture of a rock dust known as TRAI which is found in the CAMPINA.

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Quantity of output

- 3 carloads of cement daily.

Equipment [redacted]:

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- 5 fuel oil furnaces of American make.

"9 May" screw and rivet factory

[redacted] Formerly known as "JAPY VIELLARD MERZOG C^e".

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[redacted] it was being transferred to the area of SALIGNY [redacted] situated 8 kilometers northeast of CERNAVODA).

3) POWER

Newly built electric power plant.

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- In process of construction in the area [redacted] is a new electric power plant which is to furnish also the power required for the operation of the locks of the CERNAVODA-BLACK SEA Canal.

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[redacted] Electric power transformer booth [redacted] [redacted]

[or station]

The power will come from the above-mentioned power plant in CAMARA.

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Construction of the booth started in the spring of 1951 and is in process of completion.

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[] Electric power transformer booth []
[]

It is a structure measuring about 4 x 5 meters, completed in the summer of 1951.

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The power will come from the above-mentioned power plant under construction in CANARA.

4) DEPOTS

[] State depot of fuels and lubricants []
[]
[]

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[] noted 5 sheet-metal tanks, about 3 meters in height and about $1\frac{1}{2}$ meters in diameter.

Drums of lubricant also noted in the open.

C) - TOPOGRAPHICAL INFORMATION

RAILROAD BRIDGES IN THE CERNAVODA AREA

[] Railroad bridge built of ~~iron~~ **steel**, located over the DANUBE []
[]

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Firmerly known as RE CAROL, and now as SALIGNY.

Inaugurated in 1900, it is about 1,500 meters in length (about 700-800 meters of this length over the DANUBE) and about 4 meters in width.

It is defended by emplacements of small-caliber (20 millimeters?) antiaircraft artillery west of the bridge and by emplacements of artillery, also of small caliber, []
[]

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[] - Railroad bridge located over the marshy ground one kilometer west of the station known as DUNAREA.

It is made of ~~steel~~, supported by reinforced-concrete piers.

Its length is about 3 kilometers.

On both sides it is defended by emplacements of small-caliber antiaircraft artillery.

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[] - Railroad bridge over the BORCEA River, 5 kilometers east of the PETESTI railroad station.

The structure is of ~~steel~~ and supported by piers of reinforced concrete.

On both sides it is defended by emplacements of small-caliber antiaircraft artillery.

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CERNAVODA-CONSTANTA TRUCK HIGHWAY

[] - The above-mentioned road has been improved in some stretches and asphalted /from CONSTANTA to SALIGNY (locality situated 3 kilometers /sic - once before given as 8 kilometers/ northeast of CERNAVODA).

It is being asphalted from SALIGNY to CERNAVODA.

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